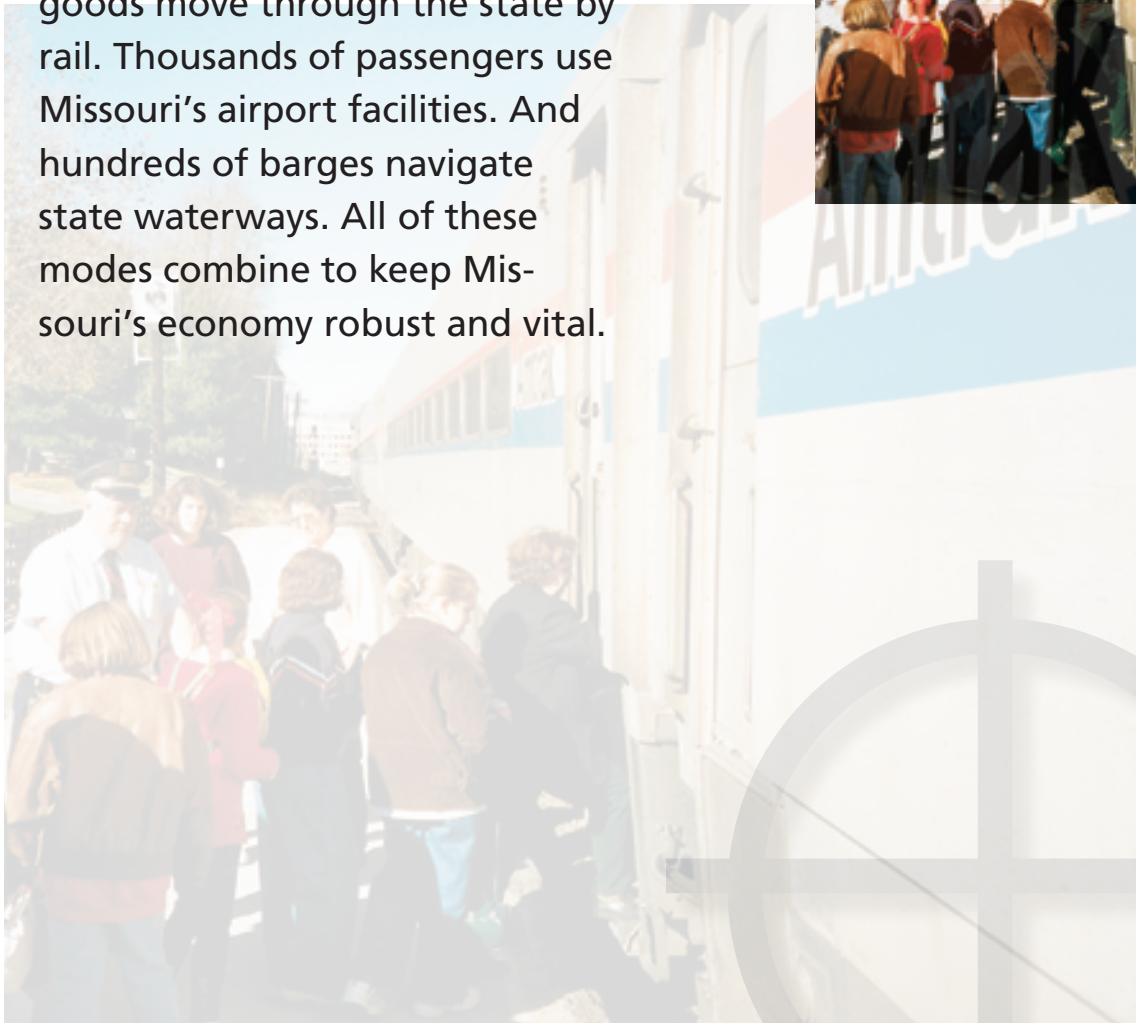


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# Easily Accessible Modal Choices

*Tangible Result Driver – Brian Weiler,  
Multimodal Operations Director*

MoDOT has an active role in all modes of transportation, including rail, air, water, and transit. Transportation is more than highways and bridges. Every day millions of tons of goods move through the state by rail. Thousands of passengers use Missouri's airport facilities. And hundreds of barges navigate state waterways. All of these modes combine to keep Missouri's economy robust and vital.



## Easily Accessible Modal Choices

### *Number of airline passengers*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

#### **Purpose of the Measure:**

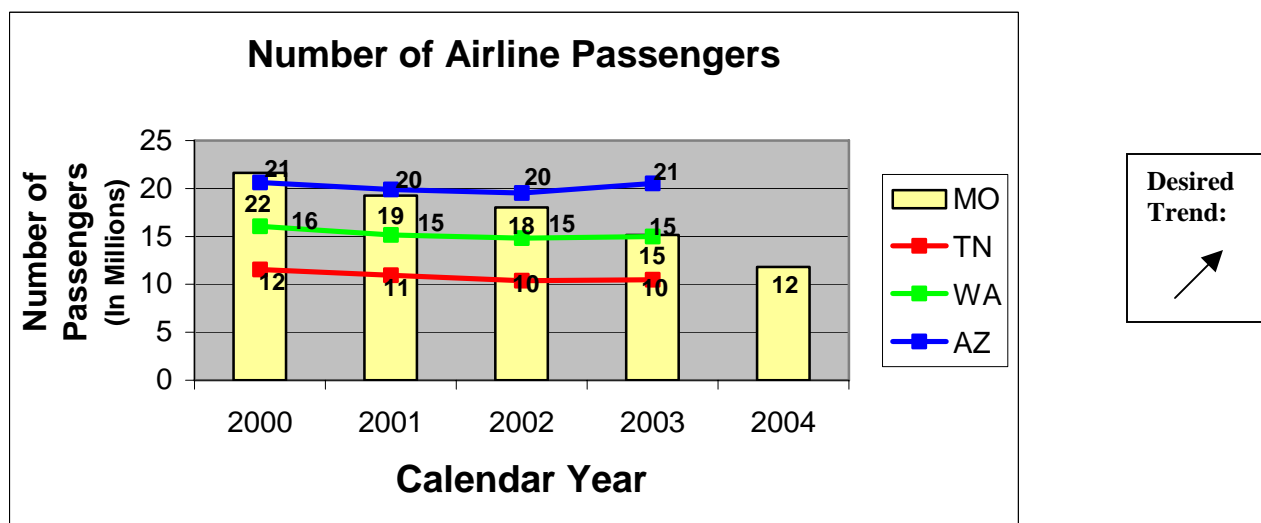
This measure tracks the number of passengers boarding airplanes at Missouri's commercial airports. It helps determine the viability of Missouri's commercial airline industry. This number is also used by the Federal Aviation Administration to help determine airports' capital improvement funding levels.

#### **Measurement and Data Collection:**

The data is collected annually from the Federal Aviation Administration (FAA). Comparison data has been collected from the same source for the states of Arizona, Tennessee and Washington. These three states were selected based on similar populations. The annual data provided by the FAA is normally published in October for the preceding year. Airline passengers are considered passengers boarding airplanes.

#### **Improvement Status:**

Data is tracked on an annual basis. The significant decrease in flights by American Airlines at St. Louis Lambert International Airport (approximate reduction of 200 flights per day in November 2003) and the effects of 9/11, in part, have contributed to the decrease in airline passengers over the last four years.



*\*Missouri's information for 2004 is based on preliminary numbers. Data for Arizona, Tennessee and Washington is not available.*

## Easily Accessible Modal Choices

### *Number of rail passengers*

**Results Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Rod Massman, Administrator of Railroads

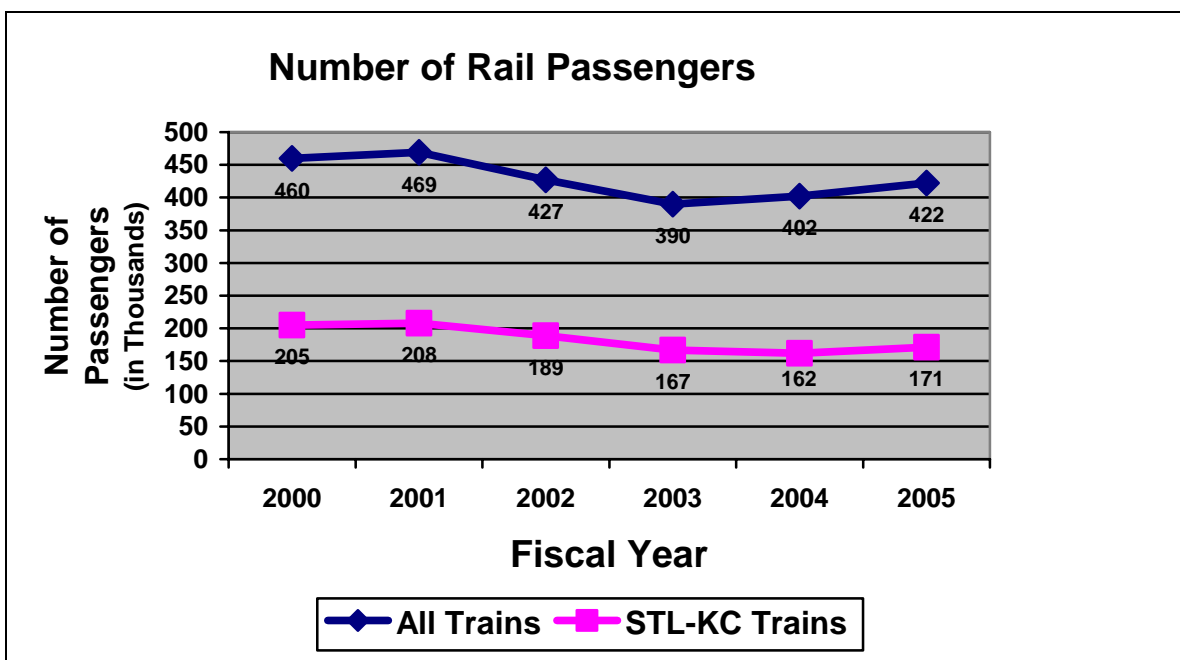
#### **Purpose of the Measure:**

This measure tracks the number of people using the Amtrak train service in Missouri. This includes all those getting on or off a train in Missouri at any point within the state. This includes the state supported passenger rail trains between Kansas City and St. Louis, and the national trains that run through Kansas City and St. Louis, which are supported by the national Amtrak system, and the St. Louis to Chicago trains, which are supported in part by the state of Illinois.

#### **Measurement and Data Collection:**

Amtrak provides the number of passengers per train in Missouri and an on/off list for comparison purposes on a monthly basis. The MoDOT Multimodal Operations Division Railroad Section tabulates these numbers.

**Improvement Status:** Fiscal Year 2005 is the first year since 2000 when total ridership numbers on the St. Louis to Kansas City route went up. The rising price of gas and increased road congestion may explain the increase from an external viewpoint. An internal MoDOT viewpoint shows stepped-up publicity efforts and further cooperation and collaboration between Amtrak, MoDOT and Union Pacific Railroad to improve the service may also be helping to increase on-time performance, thereby raising passenger numbers.



## Easily Accessible Modal Choices

### *Number of transit passengers*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

#### **Purpose of the Measure:**

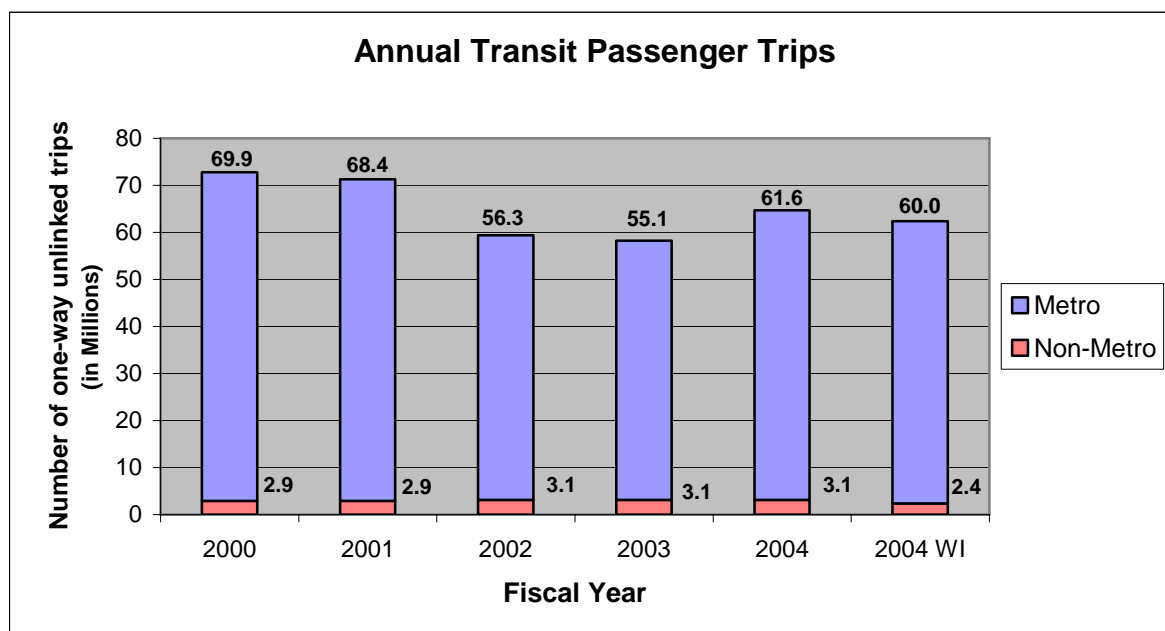
This measure gauges the use of public transit mobility services in Missouri. It also provides a historical perspective and trend of public transit service use in Missouri.

#### **Measurement and Data Collection:**

The total number of transit passengers is measured by the annual total of one-way unlinked transit trips taken by passengers on public transit vehicles. Data is obtained from urban and rural providers of general public transit services. The 2004 measure is benchmarked to Wisconsin which has a comparable total statewide population.

#### **Improvement Status:**

Metro (urban) transit service cuts in 2002 – 2003, due to declining local transit sales tax revenues and reduced state general fund transit appropriations, resulted in lower utilization. Metro ridership in 2004 rebounded and increased by 6.5 million trips to 61.6 million trips. Non-Metro (rural) ridership has increased slightly over the five-year reporting period from 2.9 million trips in 2000 to 3.1 million trips in 2004. Missouri compares favorably to Wisconsin in 2004. On a percentage basis of total transit funding, Wisconsin provides significantly greater state funding, but significantly less local transit funding, than Missouri for supporting public transit services.



## Easily Accessible Modal Choices

### *Number of passengers and vehicles transported by ferryboat*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Sherrie Martin, Waterways Program Manager

**Purpose of the Measure:**

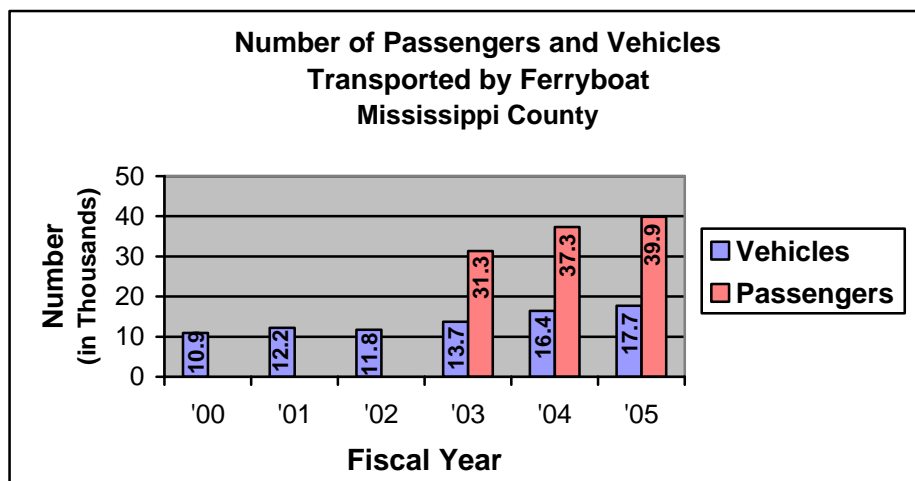
This measure tracks the statistics regarding use of ferryboat services.

**Measurement and Data Collection:**

Missouri's two ferry services submit a monthly report that includes this information and the cost for providing the service and for any service disruption.

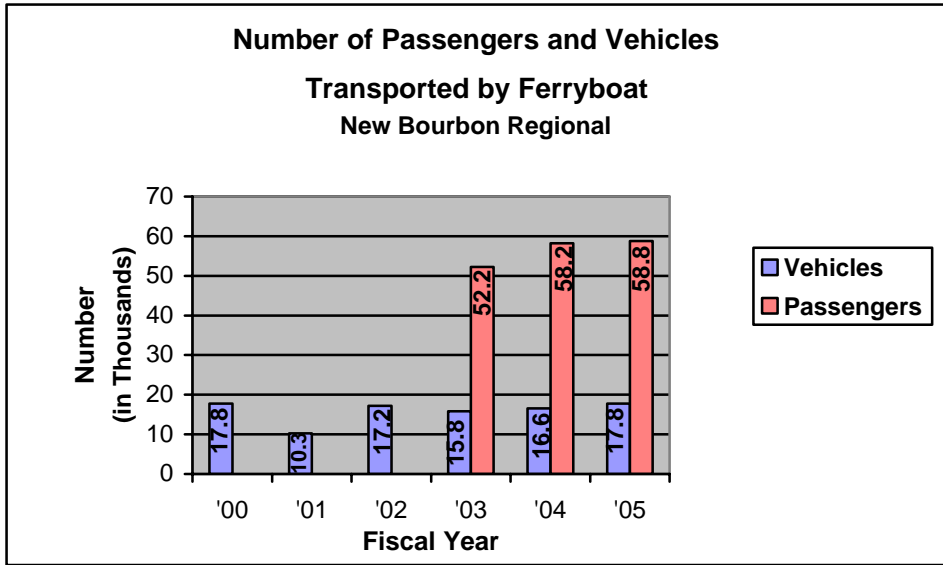
**Improvement Status:**

Year-to-date 2005 statistics for both services have improved slightly even though both have experienced several days of lost time due to high water and boat maintenance. MoDOT has signed an agreement with the State of Kentucky for additional matching funds to assist the Mississippi County ferry operation. MoDOT has also initiated conversation with the State of Illinois about a similar agreement to assist the New Bourbon Port Authority with the ferry service.



Desired  
Trend:





**Desired  
Trend:**

## Easily Accessible Modal Choices

### *Number of days the river is navigable*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Sherrie Martin, Waterways Program Manager

#### **Purpose of the Measure:**

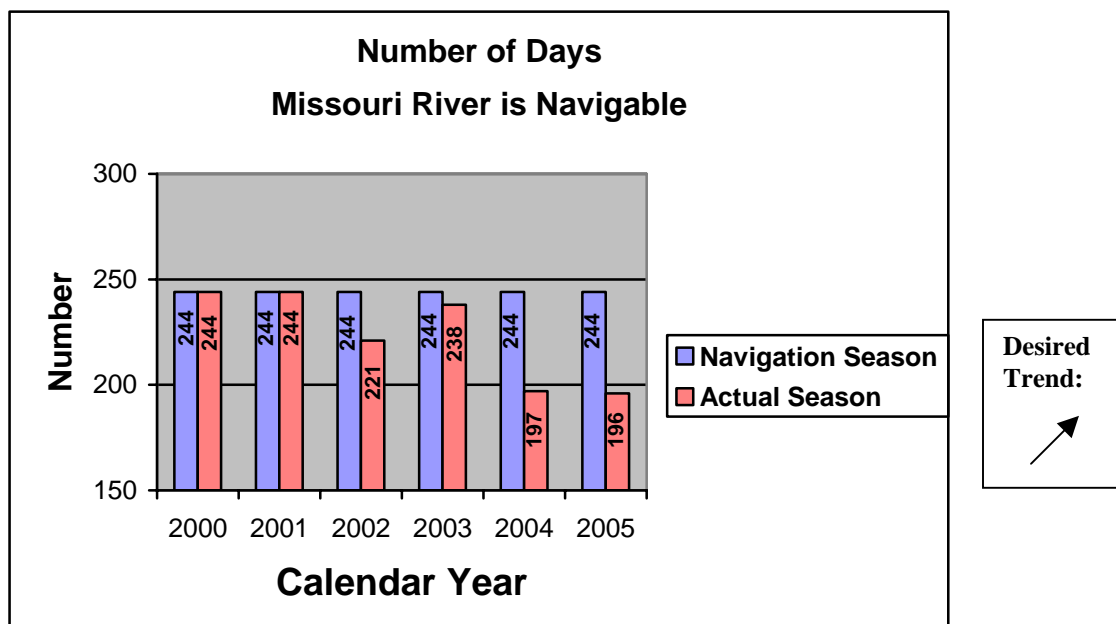
This measure provides historical data regarding the use of the inland waterways navigation system.

#### **Measurement and Data Collection:**

The U.S. Army Corps of Engineers publishes an Annual Operating Plan for the Missouri River and bases the end of navigation season on pool storage levels as of July 1 each year.

#### **Improvement Status:**

The 2005 navigation season opened April 1 as planned. The Corps of Engineers provided support for minimum navigation to Kansas City but tributary flows from rainfall in the lower basin have been sufficient for navigation to Sioux City, IA. July 1 storage level was 3.3 million acre feet (measure used for gauging storage level) more than had been predicted due to above average precipitation in June. However, based on July 1 storage level and the drought conditions, the navigation season will end October 14, 2005, 48 days early. Full navigation season would end December 1.



## Easily Accessible Modal Choices

### *Number of business capable airports*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

#### **Purpose of the Measure:**

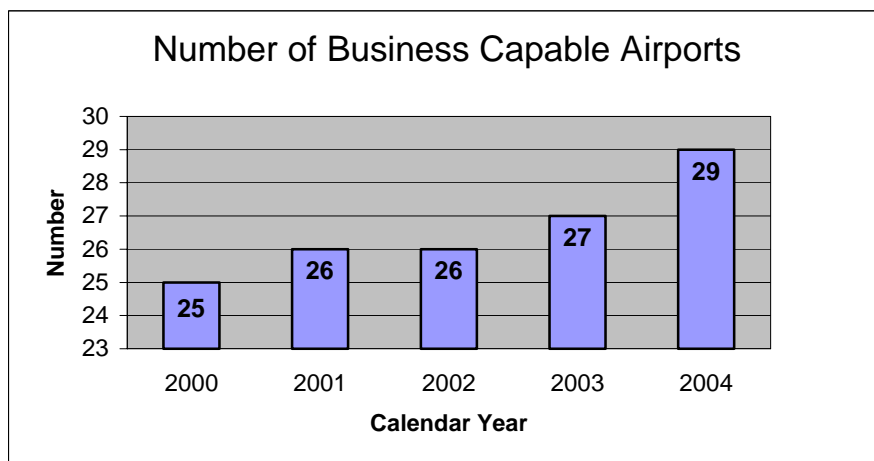
This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community's economic viability for business retention and development.

#### **Measurement and Data Collection:**

Data is collected by monitoring airports' development. Though it is collected annually, it's shown in five-year increments.

#### **Improvement Status:**

A business-capable airport is defined as accommodating business- or corporate-type aircraft with a runway length of 5,000 feet or more. Since 1999, four additional airports have either extended their runway or constructed a new runway of 5,000 feet or greater. This increase allows additional communities and an increased population greater exposure to business-capable airports.



**Desired  
Trend:**





## Easily Accessible Modal Choices

### *Number of daily scheduled airline flights*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

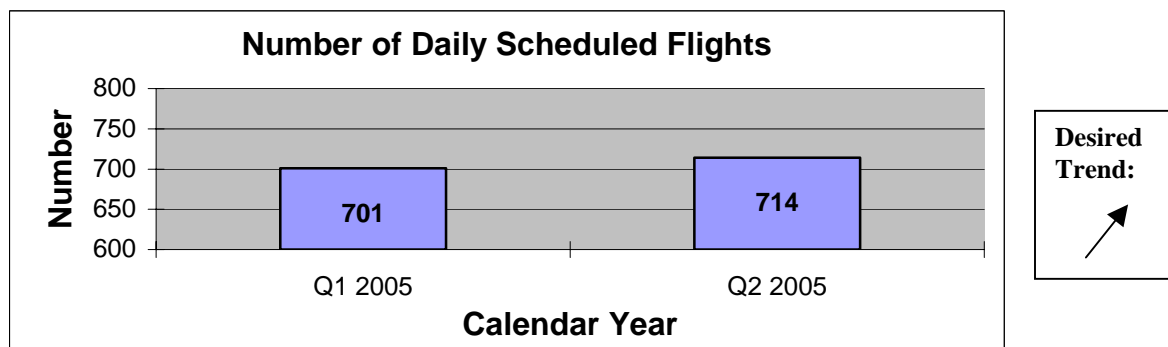
This measure tracks the number of airline flights. This data assists in determining options available to the traveling public. It provides an indication of the airlines industry's economic stability in Missouri.

**Measurement and Data Collection:**

A scheduled airline flight is a takeoff by a scheduled commercial air carrier. Data is being collected from seven airports in the state that presently accommodate scheduled airline flights. These airports are: St. Louis Lambert International, Kansas City International, Springfield-Branson, Joplin, Columbia, Waynesville and Cape Girardeau.

**Improvement Status:**

There has been an increase in the number of scheduled airline flights in the second quarter indicating economic growth in Missouri's aviation industry and greater choices for the traveling public.



## Easily Accessible Modal Choices

### *Average days per week rural transit service is available*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

#### **Purpose of the Measure:**

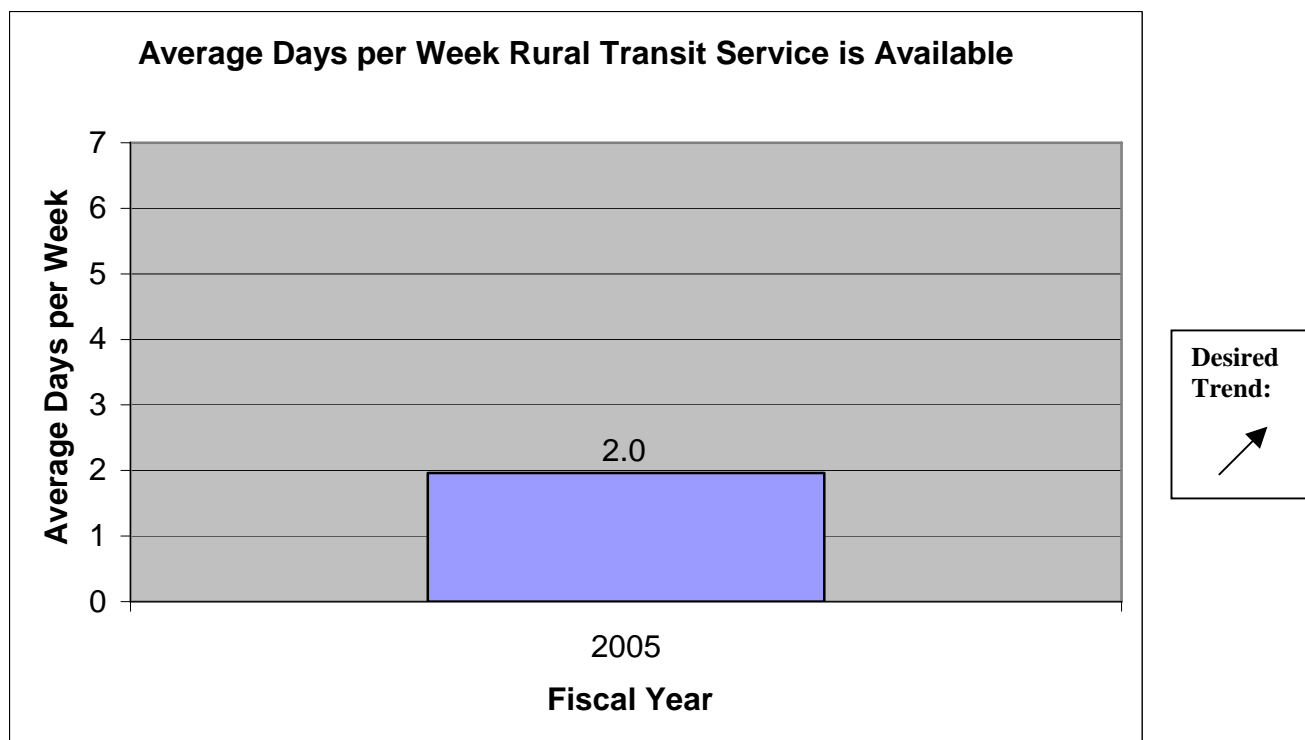
This measure identifies the average existing public transit service in rural Missouri by indicating the availability of rural mobility services for employment, medical appointments and necessary shopping.

#### **Measurement and Data Collection:**

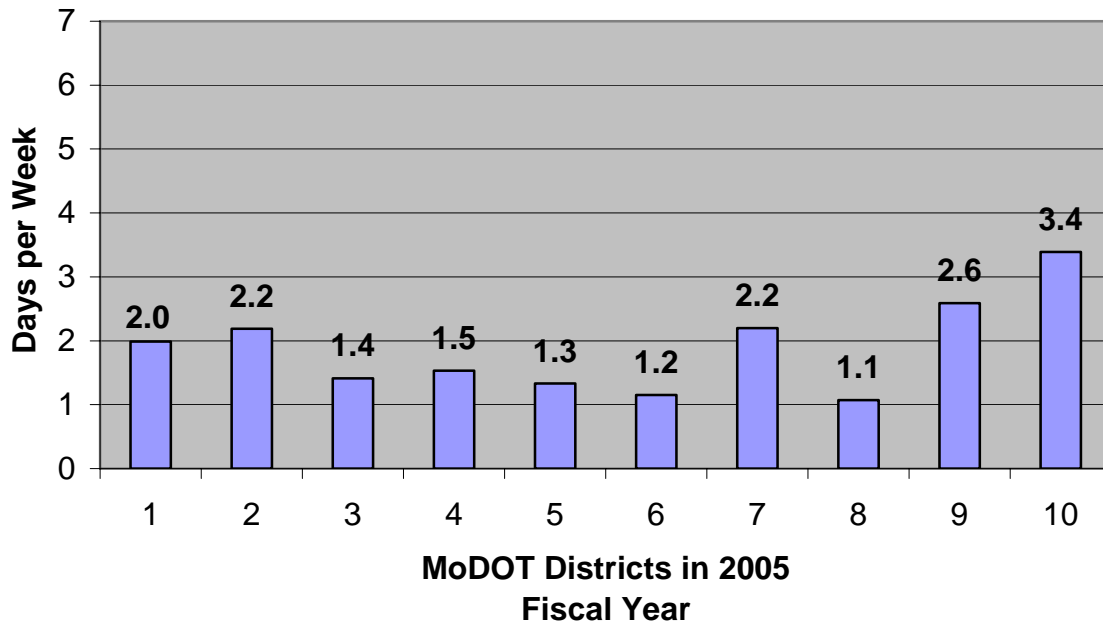
Reviewing published transit service schedules in each rural Missouri county and averaging those daily frequencies within a week's schedule for available countywide transit service calculates the statewide average days per week that rural transit service is available. The second chart depicts this average by MoDOT District. Rural transit agencies operate on an annual budget and customarily make transit service changes with the start of a new budget. This measure will be updated annually with the next report available in the January 2006 Tracker.

#### **Improvement Status:**

Most rural human services programs are coordinated with rural public transit. State fiscal year 2006 cuts to human service transportation programs, especially Medicaid's non-emergency medical transportation (NEMT), will likely reduce rural public transit service frequencies. Rising fuel costs without increased revenues also will negatively impact rural transit service schedules.



### Average Days per Week Rural Transit Service is Available



## Easily Accessible Modal Choices

### *Number of active transit vehicles*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

#### **Purpose of the Measure:**

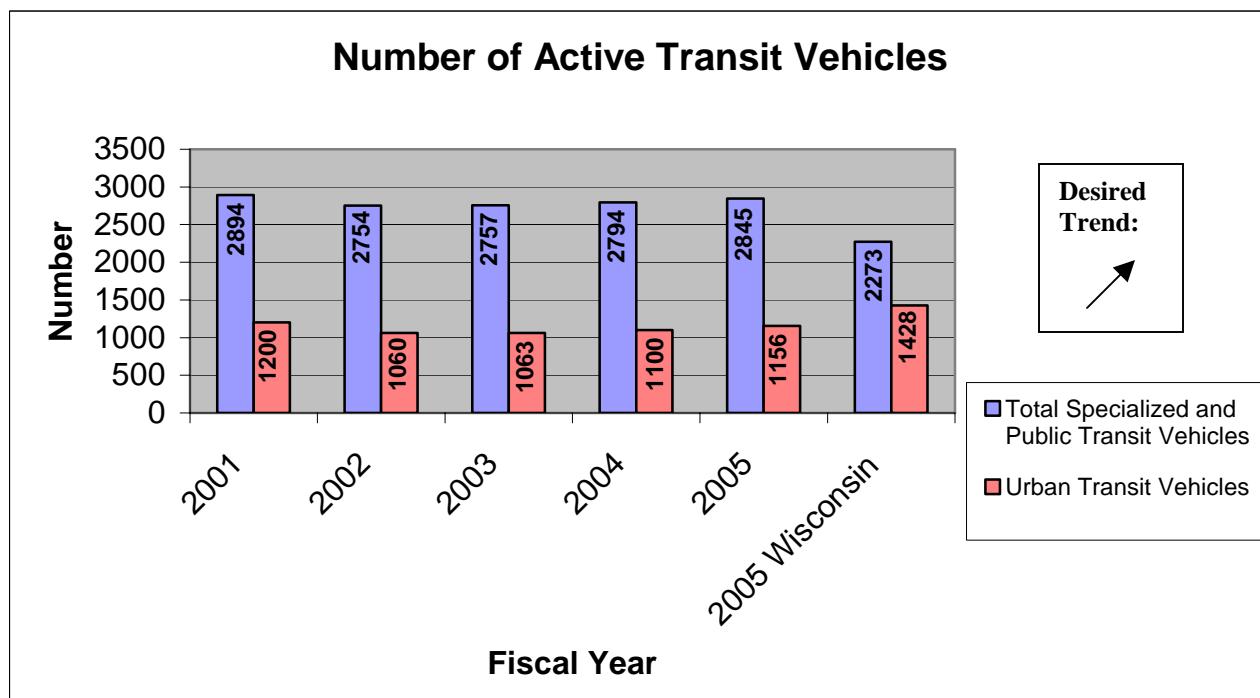
This measure tracks the number of active transit vehicles in passenger service. This data indicates the collective potential capacity for Missouri's transit agencies to deliver mobility services.

#### **Measurement and Data Collection:**

The data represents the number of transit vehicles dedicated to urban and rural public transit services and those federally funded vehicles used by specialized transit providers. Data previously reported in earlier TRACKER editions was for urban transit vehicles only. The 2005 measure is benchmarked to Wisconsin which has a comparable total statewide population.

#### **Improvement Status:**

Reduced local transit sales tax revenues in St. Louis and Kansas City in 2002 along with reduced state transit funding in 2003 (July 2002) led to reductions of transit services and the number of active transit vehicles. Transit service and fleet size have slowly rebounded since that time. Missouri has more total combined public transit and specialized transit vehicles in service than Wisconsin. Wisconsin has more urban transit vehicles in service than Missouri, however, Wisconsin has 13 urbanized metro areas each over 50,000 population compared to Missouri's seven (7) urbanized metro areas.



## Easily Accessible Modal Choices

### *Number of inter-city bus stops*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

#### **Purpose of the Measure:**

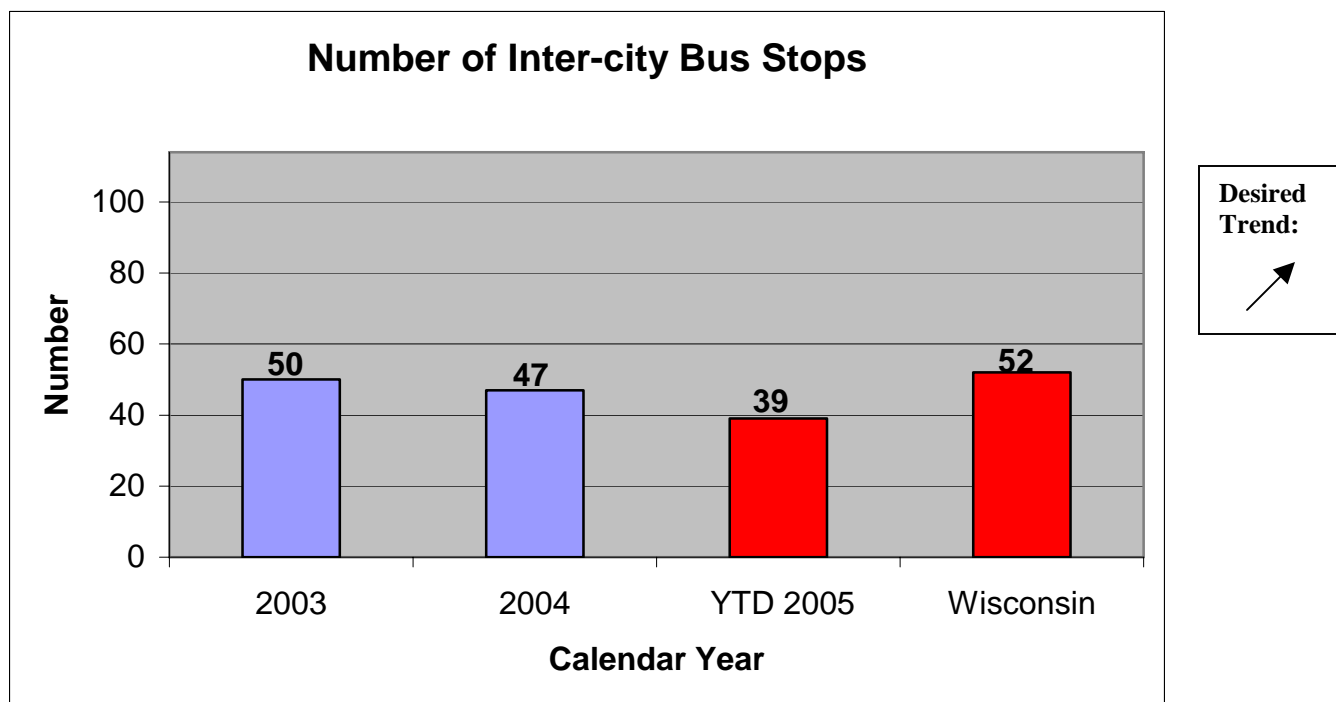
This measure tracks the number of inter-city bus stops. Inter-city bus stops represent access points to inter-city bus services provided by Greyhound, Jefferson Lines and Trailways. More stops among Missouri's 114 counties means greater access. Fewer stops create a barrier by necessitating greater traveling distances in order to board an inter-city bus.

#### **Measurement and Data Collection:**

Data on the number and location of inter-city bus stops is obtained annually from the national and regional inter-city bus carriers. The year-to-date 2005 measure is benchmarked to Wisconsin, which has a comparable total statewide population.

#### **Improvement Status:**

The number of Missouri's intercity bus stops continues to decline with the changes in Greyhound service. Greyhound has indicated that additional stops along the US 67 corridor between St. Louis and Little Rock may be eliminated this year. MoDOT's Organizational Results Division is currently working with the Multimodal Operations Division's Transit Section to develop research methodology in order to better determine the need for intercity bus services in Missouri.



\*Note full calendar years are displayed in blue and YTD is displayed in red.

## Easily Accessible Modal Choices

### *Percent of customers satisfied with transportation options*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Ernie Perry, Research, Development and Technology Director

**Purpose of the Measure:**

This measure provides information about the public's perception of MoDOT's performance in providing transportation options.

**Measurement and Data Collection:**

Data was collected through a statewide telephone survey conducted for a long-range planning initiative called *Missouri Advance Planning*. The survey effort included interviews with 3,100 Missourians with an overall margin of error of +/- 2.9 percent.

**Improvement Status:**

Over 67 percent of the population sampled agrees they are at least somewhat satisfied with their transportation options. Conversely, 28 percent of the sample is not satisfied with the transportation options available to them. This is a positive start, and MoDOT expects to see increases in satisfaction as the multimodal unit practices continuous process improvement.

